

Goldy's Mishap Report Gouge

This document contains tips for drafting Naval Aviation Mishap Reports in accordance with OPNAVINST 3750.6Q. Below is a list of tips and common mistakes to avoid. Following the checklist are sample messages including an Initial, an Amended and a Final Mishap Report for a fictitious incident.

* Addressees

- Don't use more than one CAD except for multi-aircraft mishaps
- Don't use ALL TACAIR, ALL ROTARY, etc.; reserved for Safety Center use Only
- Remember your buds in the other service

* Header

Serialize by Fiscal year and mishap Severity (e.g. A/B/C)

* Para 1 (Summary)

- Do not hint at any causal factors
- Do not include any Privileged discussion
- Write the summary as if it'll never change (i.e., don't describe events in progress like searches, salvage, etc.)

* Para 4 (Mishap Category)

This paragraph is used to convince the reader that you've selected the appropriate mishap classification by indicating whether or not there was intent for flight and what the general level of damage was.

* Para 5 (Mishap Cost)

- If the aircraft is destroyed/lost at sea, so state. The Safety Center knows how much it costs.
- For destroyed/lost at sea aircraft, list the additional equipment onboard that would not normally be on the aircraft upon delivery to the Navy (e.g., drop tanks, ALQ/ALR/KY boxes, weapons, external stores, etc.)
- For destroyed components/parts, use the new cost as indicated in the supply guys' books
- For damaged components, use one of the following costs:
 - Actual cost to repair, if known (highly unlikely at the time of the initial Mishap Report)
 - Estimate provided by competent authority (e.g. P&E team, AIMD/MALS, Contractor)
 - Use 15% of the new cost
- Engines have a separate costing message put out once a year (normally Feb) by the Safety Center
- Be sure to include labor charges to remove and replace damaged/destroyed components
- Think big picture – nobody cares about the cost of bolts, washers and gaskets
- Part numbers aren't necessary; just put plain language description and cost

* Para 6 (Personnel Information)

- Don't use names
- Use "3710" definition for crew (i.e., only those who wear wings are crew)

* Para 7 (Mishap Investigation)

This is used as an open communication channel between you and the Chain of Command
All requests for assistance are made directly to the Controlling Custodian

* Para 8 (JAG Investigation)

- Check with the squadron legal officer to see if there will also be a JAG investigation
- My observations of the fleet are that Class A & B automatically require a JAG; although it's more or less optional for low cost Class C mishaps, most CO's are requiring them anyway

* Para 9 (Points of Contact)

- Don't just blindly put all your department heads on the board; it's not necessary and it weakens the leadership oversight in the rest of the command
- Be sure to include the command that each member belongs to
- Need extra bodies on the board? Just ask your chain of command.
- Be sure to include phone numbers and email addresses for the Senior Member and the ASO.

* Misc Tips

- For Class A & B, the **Initial** mishap report goes out in four (4) hours; Class C is 24 hours
- Mishap Reports are **always** transmitted by the reporting custodian (or the det) that had the mishap
- OPREP reports are governed by a separate instruction; don't assume the squadron also sends the OPREP (e.g., for a carrier landing mishap, the squadron would send the Mishap Report but the ship would send the OPREP!)
- If in doubt – call or email me at DSN 878-2581, Comm 408-656-2581, email: jgoldfinger@nps.navy.mil

Sample Initial Mishap Report

P 030520Z DEC 99
FM VAQRON ONE FOUR NINE
TO CNO WASHINGTON DC//N889E//
CMC WASHINGTON DC//A/SD//
COMNAVSAFECEN NORFOLK VA//00/10/11/054//
ALL PROWLER AIRCRAFT ACTIVITIES
INFO

Use PRIORITY precedence for the initial mishap report. Use ROUTINE precedence for all amended reports and the MIR. For a class A or B, the initial report must be transmitted within 4 hours of the incident or 24 hrs for a class C.

Additional ACTION and INFO addressees as required by appendix 5 of ref (a).

BT
UNCLAS FOUO //N03750//
THIS IS AN INITIAL GENERAL USE NAVAL AIRCRAFT MISHAP REPORT. VAQ-149, CLASS B FM, 01-00, 02 DEC 99, EA-6B, 189133. REPORT SYMBOL OPNAV 3750-20.
A. OPNAVINST 3750.6Q
B. JAGINST 5800.7C

"Just the facts, Ma'am."
Do NOT hint at any causal factors in the summary line.

1. Summary: Left main mount collapsed on landing rollout. Aircraft departed rwy near 3000 ft marker.

2. Data:

A. Aircraft.

- (1) EA-6B
- (2) 189133
- (3) NZ-607
- (4) VAQ-149
- (5) J52-P-408A
- (6) TBD

B. Equipment.

- (1) AERO 1D
- (2) 300 Gal Drop Tank
- (3) 225-4800-91
- (4) N/A/J01405

C. Environment.

- (1) 02 Dec 99
- (2) 1605
- (3) Uniform
- (4) Day
- (5) NAS Left Coast, Rwy 18, N3245.3 W11712.2
- (6) 15 MSL
- (7) TBD

For the initial report, it is highly likely that you will use TBD for many of the required fields. Do not delay transmission of the report while awaiting missing information. Use amended reports to transmit the missing information at a later date.

3. Circumstances.

- A. Origin. USS Carrier
- B. Mission. Carrier Qualifications.
- C. Flight Purpose Code. 1A4
- D. Type of Flight Plan. IFR

- E. Destination. NAS Left Coast
- F. Aircraft Evolution. Landing ashore.

4. Mishap Category. Intent for flight existed and permanent partial disability for one crewman injured during emergency egress.

5. Damage and Costs.

- A. Aircraft. TBD
- B. DOD Property
 - Runway Marker TBD
- C. Non-DOD Property TBD

6. Personnel Information and Injuries. Aeromedical Analysis will be sent.

- A. Souls on Board. Three
- B. Crew.

(1) Pilot in Command, LT, 1310, USN, VAQ-149, On Duty, Minor injury: laceration to right leg, 1 Lost workday, 325.8 total hrs, 135.6 hrs in model, Pilot at controls.

(2) ECMO 1, LCDR, 1320, USN, VAQ-149, On Duty, Injuries TBD, Flt hrs TBD.

(3) ECMO 2, LT, 1320, USN, VAQ-149, On Duty, Injuries TBD, Flt hrs TBD.

- C. Total Number of Passengers. None.
- D. Injured non-Occupants. None.

7. Mishap Investigation. One member of AMB on scene, awaiting arrival of remaining members. Base photographer on scene. Wreckage will remain in place overnight and be moved to empty hangar 04 Dec.

For ComNavAirPac: Request assignment of AMB Flight Surgeon from NAS Left Coast. Standing board flight surgeon recently commenced 45 day TAD out of area.

ALL requests for assistance must be referred to your Controlling Custodian.

8. JAG Manual Investigation. This Mishap does meet the requirements in ref (b) for a JAG Manual investigation.

9. Points of Contact.

A. Aircraft Mishap Board.

- CDR J. Parker, VS-55, DSN 555-1234, Comm 619-555-1234, Senior Member
- Aircraft Operations: LT I. D'Skedguy, VAQ-149
- Aircraft Maintenance: LCDR I.M. Fixerup, VAQ-149
- Aviation Safety: LT I.B. Goldytrained, VAQ-149
- Flight Surgeon: TBD

B. Telephone Inquiries: LT I.B. Goldytrained, DSN 888-4321, Comm 209-888-4321, Email <vaq149aso@prowlerville.navy.mil>.

Sample First Amended Mishap Report

R 040320Z DEC 99
FM VAQRON ONE FOUR NINE

Use same addressees as
Initial Mishap Report.

BT

UNCLAS FOUO //N03750//

THIS IS A FIRST AMENDED GENERAL USE NAVAL AIRCRAFT MISHAP REPORT.
VAQ-149, CLASS XXX C XXX FM, 01-00, 02 DEC 99, EA-6B, 189133. REPORT
SYMBOL OPNAV 3750-20.

A. OPNAVINST 3750.6Q
B. JAGINST 5800.7C
C. TACELRON ONE FOUR NINE 030520Z DEC 99

Repeat Header and
Summary from Initial
Mishap Report. For
paragraphs 2-9, only
include information that
has changed. Indicate
the changes by 'XXX' on
both sides of the
new/amended
information.

1. Summary: Left main mount collapsed on landing
rollout. Aircraft departed rwy near 3000 ft
marker.

4. Mishap Category. XXX Intent for flight existed,
greater than \$10K but less than \$200K damage to aircraft. Greater
than five lost workdays for one crewman. XXX

5. Damage and Costs.

A. Aircraft.

XXX	Left Engine	\$53,242	XXX
XXX	Left Main Mount	TBD	XXX
XXX	Skin Repair	TBD	XXX

C. Non-DOD Property XXX None XXX

6. Personnel Information and Injuries.

B. Crew.

(2) ECMO 1, LCDR, 1320, USN, VAQ-149, On Duty, XXX Minor
injury, lacerations to left forearm, sprained ankle, 1 lost workday,
1467.3 Total hrs, 1240.3 in model. XXX

(3) ECMO 2, LT, 1320, USN, VAQ-149, On Duty, XXX Major injury,
dislocated right shoulder, est 30 lost workdays, 165.2 Total hrs,
70.5 hrs in model. XXX

7. Mishap Investigation. XXX Aircraft wreckage has been relocated
to Hangar 4 for AMB analysis and removal of EI designated parts.

For ComNavAirPac: Request MIR deadline extension until 15 days
after receipt of EI.

9. Points of Contact.

A. Aircraft Mishap Board.

- Flt Surg: XXX LCDR U.R. Meddown, NAS Left Coast XXX

Sample Final Mishap Report

Note: There is no longer any requirement to transmit a Final MR just prior to release of the MIR. The only requirement for a Final Mishap Report is if you are canceling the mishap because it no longer meets the definition of a Naval aircraft mishap (e.g., a more accurate cost estimate places damage at less than \$10K).

R 150520Z DEC 99

Use same addressees as
initial Mishap Report.

BT

UNCLAS FOUO //N03750//

THIS IS A FINAL GENERAL USE NAVAL AIRCRAFT MISHAP REPORT.

VAQ-149, CLASS C FM, 01-00, 02 DEC 99, EA-6B, 189133.

REPORT SYMBOL OPNAV 3750-20.

A. OPNAVINST 3750.6Q

B. JAGINST 5800.7C

C. NADEP West Coast memo dtd 12 Dec 99

D. TACELRON 030520Z DEC 99

E. TACELRON 040320Z DEC 99

1. Summary: Left main mount collapsed on landing
rollout. Aircraft departed rwy near 3000 ft marker.

Repeat Summary from
initial MR.

4. Mishap Category. Intent for flight existed, XXX less than \$10K
damage to defined Naval aircraft.XXX

5. Damage and Costs.

A. Aircraft.

	Left Main Mount	XXX \$5500 XXX
	Skin repair	XXX \$1600 XXX
XXX	Labor	\$ 800 XXX

B. DOD Property

	RWY Marker	XXX \$ 900 XXX
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C. Non-DOD Property	XXX None XXX
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7. Mishap Investigation. XXX Borescope of left engine revealed no
damage. Based on P & E estimate (Ref C) of remaining damage, the
total cost of repair is less than \$10K. Incident no longer meets
threshold for defined Naval aircraft mishap. Therefore, cancel refs
(d) and (e). HAZREP to follow sepcor. XXX